CLAIMS

We claim:

1. A suspension for a vehicle comprising:

a control arm configured for connection to a frame of said vehicle and configured to receive an axle, said control arm defining a first sleeve disposed about an axis through which said axle extends, said first sleeve having a radially inner surface that tapers; and

a second sleeve configured to be received within said first sleeve of said control arm and about said axis, said second sleeve having a radially outer surface that tapers complementary to said radially inner surface of said first sleeve.

2. The suspension of claim 1 wherein said radially inner surface of said first sleeve tapers inwardly away from a first axial end of said first sleeve.

3. The suspension of claim 2 wherein said radially inner surface of said first sleeve tapers inwardly away from each axial end of said first sleeve towards an axial midpoint of said first sleeve.

4. The suspension of claim 1 further comprising a third sleeve configured to be received within said first sleeve of said control arm and about said axis, said third sleeve having a radially outer surface that tapers complementary to said radially inner surface of said first sleeve, said second and third sleeves being inserted through opposite axial ends of said first sleeve.

5. The suspension of claim 1 wherein said second sleeve defines a slot extending from one axial end of said second sleeve to another axial end of said second sleeve.

6. The suspension of claim 1 wherein said second sleeve includes a pair of circumferentially spaced portions, each of said portions having an angular span of about one hundred and eighty degrees.

7. The suspension of claim 1 wherein said second sleeve includes an axially extending slit.

8. A suspension for a vehicle, comprising:

a control arm configured for connection to a frame of said vehicle and configured to receive an axle, said control arm defining a first sleeve disposed about an axis through which said axle extends, said first sleeve having a radially inner surface that tapers;

a second sleeve configured to be received within said first sleeve of said control arm and about said axis, said second sleeve having a radially outer surface that tapers complementary to said radially inner surface of said first sleeve; and

a third sleeve configured to be received within said first sleeve, said third sleeve abutting against a first axial end of said second sleeve.

9. The suspension of claim 8 wherein said radially inner surface of said first sleeve tapers inwardly away from a first axial end of said first sleeve.

10. The suspension of claim 9 wherein said radially inner surface of said first sleeve tapers inwardly away from each axial end of said first sleeve towards an axial midpoint of said first sleeve.

11. The suspension of claim 8 further comprising a fourth sleeve configured to be received within said first sleeve of said control arm and about said axis, said fourth sleeve having a radially outer surface that tapers complementary to said radially inner surface of said first sleeve, said second and fourth sleeves being inserted through opposite axial ends of said first sleeve.

12. The suspension of claim 8 wherein said second sleeve defines a slot extending from one axial end of said second sleeve to another axial end of said second sleeve.

13. The suspension of claim 8 wherein said second sleeve includes a pair of circumferentially spaced portions, each of said portions having an angular span of about one hundred and eighty degrees.

14. The suspension of claim 8 wherein said second sleeve includes an axially extending slit.

15. The suspension of claim 8 wherein said radially inner surface of said first sleeve defines a first plurality of threads and said third sleeve defines a second plurality of threads configured to mate with said first plurality of threads.

16. The suspension of claim 8 wherein said first control arm includes a first bore in communication with a second bore defined by said first sleeve, said first bore configured to receive a fastener coupling said third sleeve to said first sleeve.

17. The suspension of claim 16 wherein said fastener comprises a weld.

18. A suspension for a vehicle, comprising:

a control arm configured for connection to a frame of said vehicle and configured to receive an axle, said control arm defining a first sleeve disposed about an axis through which said axle extends, said first sleeve having a radially inner surface that tapers inwardly away from each axial end of said first sleeve towards an axial midpoint of said first sleeve;

a second sleeve configured to be received within said first sleeve of said control arm and about said axis, said second sleeve having a radially outer surface that tapers complementary to said radially inner surface of said first sleeve; and

a third sleeve configured to be received within said first sleeve of said control arm and about said axis, said third sleeve having a radially outer surface that tapers complementary to said radially inner surface of said first sleeve, said second and third sleeves being inserted through opposite axial ends of said first sleeve.

19. The suspension of claim 18 wherein said second sleeve includes a pair of circumferentially spaced portions, each of said portions having an angular span of about one hundred and eighty degrees.

20. The suspension of claim 18 wherein said second sleeve includes an axially extending slit.

21. The suspension of claim 18 further comprising fourth and fifth sleeves configured to be received within said first sleeve, said fourth and fifth sleeves being inserted through opposite axial ends of said first sleeve, each of said fourth and fifth sleeves abutting against a corresponding one of said second and third sleeves.

22. The suspension of claim 21 wherein said radially inner surface of said first sleeve defines first and second pluralities of threads and said fourth and fifth sleeves define third and fourth pluralities of threads, respectively, configured to engage corresponding ones of said first and second pluralities of threads.